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The Daily Press.

HONGKONG, August 17th, 1900

It is unfortunately the case that the most difficult portion of the contest in China has not yet come to be discussed amongst the nations, though each and all would willingly have evaded the task. As long as the actual contest was merely one of words or even of "spheres" there was some hope that a solution of the difficulty would have come of itself from some hitherto unsuspected quarter, and hence Mr. Hay's Memorandum, which, without committing any to any very definite line of policy, yet held out a point round which might be gradually accreted the pearl of a common policy, was gladly accepted by all as at least a temporary alleviation of the strain which all alike felt was becoming too intense for easy endurance. To use the old Alabastrine simile the oyster has been opened and the seed-pearls of western civilisation inserted, and it now only required a little patience to abide the result, for each to draw out his share of the growing gem. But China had no stomach for the process, the seeds, albeit minute, kept up a process of irritation inconvenient to her ostentatious digestion, and she determined for all to get rid of the offending bodies. The well-meant scheme of Mr. Hay which was to have preserved her from external damage and kept her juices intact, was suddenly rendered ineffective, and China, which had for so many ages kept herself concealed from the rude rays of vulgar light, has suddenly, and with almost explosive

violence, disclosed the innermost workings of her vascular system. Now, however, that the oyster has spared the world the tedious process of opening, and lies naked and bare for the first time by to make a meal of, the question which comes into prominence before all others is, What to do with her?

Without any very decisive scheme of deglutition, England had been assiduously watching the bivalve during the term of growth of the big pearl, which she hoped one day to add to her jewels; and for a time she was left almost alone in herself-imposed task. But a spirit of curiosity to see what she could be so intently engaged on led others first to take a furtive look, and finally to set themselves down as watchers in their turn. First came France, herself engaged in a similar task on or about her southern fringes. Then Germany sniffed the breezes of the wide Pacific, and commenced to nibble about China's coasts, and was quickly followed by Russia who had noticed something particularly fascinating about the apparently barren steppes of northern Asia. Then little Japan smelt a sweet savour arising from her broad seaward plains; and finally America, her next-door neighbour, thought it hard that she alone should be left out in the cold. None of them pondered what the oyster herself was thinking of. She was but a mollusc, it was true, and a mollusc's sensations are not very acute, and might fairly be left out of consideration. But though the oyster's senses were not very acute, nor her nervous system very highly developed, she had still some primitive organs of sensation, and the grains of sand that each had left irritated her—how she in her semi-developed condition did not quite understand; so by a sort of reflex action she determined to get rid of the offending particles. Of course, if her mental faculties had been developed to the same extent as her merely sensual ones, she would have seen the impossibility of the process, but who ever knew an oyster to reason? So with one great convulsive effort she tried to cast out the offending particles, but burst herself in the struggle, and now lies stranded and helpless on the beach an oyster indeed, still luscious, but for ever deprived of the power of rehabilitation.

But it is characteristic of the lower creation that the lower the form the more tenacious it is of life, and the gargantuan life of the oyster is no exception. The oyster is there, indeed, to all intents dead, yet of those around no one dares to begin the feast. Each thinks his own capacity sufficient to bolt the tempting prize, but in the face of his neighbour each shrinks from undertaking the task. Nor is the hesitancy ought but natural, for each feels that the first that begins will have to face in mortal combat, not one, but all his neighbours. Yet something has to be done, and that quickly. The first thing is, of course, to hurry up to Peking, to collect the *disjecta membra*, and to look after the morsels ejected; but it is only too evident from the muttered growls and occasional snarls that meet one's ear that the concord that prevails is much the same which rules amongst a pack of wolves in pursuit of a lonely traveller on the steppe. The sensible proposition that the advance should be left to one of the Powers on behalf of the common interest, with, of course, proper guarantees, did not meet with acceptance amongst the hungry crowd, each of whom feared to lose the tit-bits, so all set off together with a whoop and a shout. Looked at in the abstract, the work is not that of sensible men; but who ever yet found a man sensible when an oyster lay before him on a plate ready opened, waiting to be devoured?

But leaving our simile to one side, what is really to be done now that the display of mere savagery at Peking has rendered impossible the continuance of the present administration? A lesson as to the really barbarous basis of the pretended civilisation of China has been given, which it would be well for us not to forget nor to attempt to gloss over, and this naturally leads to the first conclusion. Whatever government we establish in China can only be, as it were, in a go-cart till the infant can walk and control his own conduct. But how, out of the motley and snarling group who would assume the task, are we to find an honest and unbiased man fit for the purpose? We confess we can find no reply. Next as to the seat of government. No sensible man would suggest its being revived in Peking, the city of crime and intrigue. But, as we suggested, where is our sensible man to be found? Even more than Peking as a capital, Nanking enjoys the prestige of former greatness, and is moreover in the centre of the Empire and in the heart of the Chinese people. But if England were to propose Nanking, Russia, who has hitherto been the gainer from these very intrigues that have disgraced Peking, would at once refuse it, as too central and too accessible. Again, as to the head. Those who valued the future well-being of China, and desired to see the Empire revived on civilised lines, would at once say, Restore the young Emperor KWANG HAY, who alone

amongst the statesmen of China saw the evils that were eating into her as a canker, and was prepared with a remedy. But who values the future well-being of China, except as an heir values a reversionary estate? Not Russia, not France, nor Germany, not Japan. Perhaps in theory the United States, and in practice England, because she has had experience in her history of the effects of absorption, and would prefer being spared the necessity. Russia would fear lest the reforms introduced by the young Emperor should run on English lines. France would fear lest he might block her insidious march into Yunnan, and ruin her rickety baby of a Colonial Empire. While Germany would dread the effacement of the Teutonic tongue, were that blessed word *hinterland* to fall out of use. We speak not of Italian idylls of a fruit farm in Fuhkien, of Japanese police in Chekiang, nor of Belgic rails and Belgic locomotives everywhere, because these are things which of themselves are not pressing, unless the ugly rush that is apt to finish up a too festive entertainment, but we have said enough to show the nature of the task before us. Fortunately the one Power, that consistently—consistently because she has had experience of the vanity of the other course—is disposed to act from motives beyond the mere territorial ambitions of the moment, is in a position to exercise some authority in the settlement, and this affords the one bright ray of hope through the unpleasant atmosphere of hate and base intrigue that looms around. The Ministry, and with the Ministry, the Country, has declared that England will be no party to the partition of China, and that China must be determined to see out this programme, and use its influence and power to induce order amongst the quashing crowd, it will deserve, and will doubtless gain, the universal applause of the nations, whom it will have saved from a wicked, and what is worse than wicked, silly internecine conflict, where, in all shall have lost, and the would-be prey shall be found after all to be a mouthful too huge and bitter to be swallowed.

But (and above all) let us not in our administration of justice again forget revenge for punishment. Let us have no destroyed Summer Palaces, as emblems of our imbecility, and our inability to administer the first principles of right and reason. But let us on the other hand be held back by no principles of mere expediency or sentiment from the most condign punishment of those individual actors who have brought about the present state of affairs. The Empress Dowager, the truculent Prince TUAN, and his supporters LI PIHO HENG and TUNG FUSHIANG; for such wretches no punishment can be too hard or too degrading, and it would be well that what were done were done well, and done publicly.

It is with the utmost satisfaction that we are able to dispose of a mischievous blunder or misstatement. Yesterday our contemporary the *China Mail* published a telegram from Shanghai, stating that the British troops sent from here to that port in the transports *Hindia*, *Zamania*, and *Canning* were not landed "owing to the intrigues of the French and American Consuls with certain American missionaries in the employment of the Chinese, helping to frustrate the action of the British authorities." Here was an explicit statement which at the time we had no means of contradicting, though we entertained strong doubts as to its reliability, which were not wholly dissipated by the receipt of our telegram dated Shanghai, 15th inst., 8.40 p.m., to the effect that the transports with the Indian troops on board had "been ordered to sail for Weihaiwei to-morrow (Thursday) morning, but there is still some hope that they will be allowed to land their men here." This message seemed to indicate that there had been a hitch somewhere, but it was difficult to believe that the United States Consul, who had been working so loyally with his British colleague, would join in an attempt to deprive Shanghai of the reassuring protection of a military force sent for the express purpose of restoring confidence there. We accordingly took the liberty yesterday to telegraph to Mr. GOODNOW, the United States Consul at Shanghai, to ask if the statement was true, and promptly received an emphatic reply in the negative, with the assurance in addition that "all the Consuls were working 'harmoniously.'" This official denial will, we trust, set at rest all fears, and suspicions as to the accord of the Consuls at Shanghai having been disturbed. At the same time we cannot too strongly deprecate the putting into circulation of reports like the above, which are eminently calculated to bring about ill-feeling and to sow widespread distrust. At no time in the history of foreign intercourse with China has it been so necessary to avoid friction between foreigners. We ought all to have one common end and aim in view, and it is little short of treachery to the common weal to scatter seeds of distrust and jealousy among the different nationalities.

The German Mail of the 12th July was delivered in London on the 13th inst.

During the 24 hours preceding noon yesterday, there were reported two fresh cases of plague and two deaths.

An American contemporary gives the number of Roman Catholic converts throughout China as 609,360.

The Korean Emperor has contributed 1,000 koku of rice, 1,500 bags of flour and 2,000 boxes of cigarettes for the allies in North China.

We received from the U.S. Consulate-General yesterday morning the following typhoon warning, issued from Manila Observatory at 9 o'clock a.m.:—"Probably depression far out in the Pacific towards N.E. of Manila."

Yesterday Sergeant Garrod observed two men delivering letters in Wellington Street, and finding that the letters had entered the colony without coming through the post he took the offenders to the Central Police Station, and Mr. Hazeland fined them each \$100.

Sanitary Inspector E. Rogers had some trouble with some dust-cart coolies yesterday morning. Two of them turned obstreperous, refused to work, and endeavoured to get the others to leave off. Mr. Rogers took them up to the Magistracy, where they were each fined \$10 for disorderly conduct.

To-morrow Mr. Hazeland gives his decision in the *Cheong Yuen* launch case. Mr. Reese contended on behalf of the crew that the goods, of which they are alleged to be in unlawful possession, were left on deck by the pirates who had gone on board as passengers, and that the defendants were innocent of the offence with which they were charged.

Inspector Outhbert and a party of police who visited No. 1, Gough Street, found some men playing *pai kau* there. They arrested 12, all men occupying fairly good positions, and yesterday Mr. Hazeland fined the keepers \$250 each and each of the others \$10. They alleged that the place was a private club, but Mr. Hazeland declined to be bamboozled by such a story.

We are informed by Messrs. Gibb, Livingston & Co., agents for the British North Borneo Co., that the British North Borneo Government has intimated its willingness to offer free grants of land alongside the line of railway to Christian Chinese refugees who may desire to settle down in that country.

About two o'clock on Wednesday afternoon Inspector Baker and a party of police raided house No. 5, Third Street, where they found a number of men playing *pai kau*. Sixteen of them were arrested and several released. Only the latter attempted to get to the next house by walking along the verandah. He, however, lost his footing and fell into the street, sustaining such injuries that he died shortly afterwards. Of those arrested two (the keepers of the house) were fined \$50 each and the rest \$3 each.

Madam Alice Esty Marsh, professionally known as Miss Alice Esty, is expected to join her husband, Mr. Alec Marsh, in Hongkong at no very distant date. New photographs of her appear in several of the home illustrated papers recently to hand. Madam Marsh is an American, born and educated in Boston, but she has thoroughly settled down in England, though travelling remains one of her greatest pleasures. According to an interviewer in *The King*, of the forty-eight operas that make up her repertoire, Madam Marsh finds it hard to make a special choice; but one of her most pleasant recollections is that of a concert at Balmoral in 1893, when Her Majesty personally presented her with an enamel pendant set with pearls. On this occasion Madam Marsh and her husband, after the concert, were hidden to remain during the evening in the drawing room—an unusual honour.

A somewhat interesting law suit, and one which is not without local interest, is engaging the attention of one of the United States Circuit Courts. It is a claim made by the Joseph Ladue Gold Mining Company against the Frankfurt Marine Insurance Company, of Frankfurt-on-Main, on a policy for the charter money earned by the Government transport *Morgyn City* up to the time the vessel was wrecked in the Island Sea. It appears that the *Morgyn City* was chartered for \$600 a day; and that the plaintiff Company paid the defendants a premium of \$750 for \$25,000 of insurance on the charter party to be earned. The transport was wrecked last September, and up to that time she had earned under the charter \$13,400. The total amount of the charter was \$54,000, so that the loss resulting from the wreck was \$40,600. The sum sued for represents the proportion of insurance earned by the transport after the making of the charter.

Lau A Fung, mistress of a brothel at 568, Queen's Road West, appeared before Mr. Hazeland yesterday charged first with taking a girl named Chan Tai Ho in pledge, and secondly with unlawfully detaining her against her will and compelling her to become a prostitute. It seems that the girl is married and her husband came to Hongkong from Hoihow. She followed him, and as she had no money, she was obliged to pay for her passage, she borrowed \$20 from a man who was on the boat. She had nowhere to go when she landed, and this man took her to 568, Queen's Road West, on the 15th March. She says she saw the mistress give the man \$20. She was not willing to become a prostitute, but the mistress compelled her, beating and pinching her when she refused. Ultimately her husband happened to see her, and he gave information to the Registrar-General's department, who took the girl out of the house. The case was adjourned until Saturday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 16th August, 9.36 p.m.

EMPEROR AND EMPRESS DOWAGER TAKEN TO HSIAN-FU.

It is reported that the Empress Dowager with the Emperor as her unwilling companion left Peking on the 6th instant for Hsian-fu, under the escort of Prince Tuan and General Tung Fushiang.

ALLIES AT TUNGCHOU ON MONDAY.

The Allies reached Tungchou on Monday, the 13th instant. The Chinese troops and the Boxers are much demoralised.

LEGATION ALL RIGHT ON THE 11TH.

Sir Claude MacDonald reports "All right on the 11th instant."

TRANSPORTS STILL AT WOOSUNG.

The British transports remain at Woosung, awaiting final orders.

ILLNESS OF LUI KUNG-YI.

Viceroy Lui Kung-yi at Nanking is reported dangerously ill.

THE REPORTED CONSULAR FRUITION AT SHANGHAI—A DENIAL.

So much surprise and disgust was expressed locally over the telegraphed statement from Shanghai that Mr. Goodnow, the U.S. Consul-General, certain American Missionaries and the Comte de Bezaure, Consul-General for France at Shanghai, were opposing the landing of the British troops sent up for the protection of the Foreign Settlements that we thought it desirable to ascertain the truth of the statement. We accordingly wired to Mr. Goodnow yesterday as follows:—

"Reported here that you and American missionaries with Comte de Bezaure are opposing the landing of British troops. Is this so?"

The reply was as follows:—

Shanghai, 16th August, 4.28 p.m.
"No, that is one of ———'s bunders. All consuls are working harmoniously. GOODNOW."

* Reference to a correspondent.

THE WAR IN SOUTH AFRICA.

London, 15th August, 7.25 p.m.

REPORTED SAFETY OF ELANDS RIVER GARRISON.

It is unofficially reported that the Elands River garrison is, after all, safe with a convoy. There have been, however, some casualties.

REUTER'S SERVICE.

London, 14th August.

STRIKE OF STOKERS AT MARSEILLES.

A strike of stokers at Marseilles prevents the Messageries Maritimes steamer *McLaurie* from sailing for China.

RUSSIA AND CHINA.

Russia continues to mobilize on a large scale for service in the Far East.

LOSS OF A FRENCH DESTROYER.

The French destroyer *France* has been sunk after colliding with the Flag-ship *Brennus* off Capt. St. Vincent. Fifty of the crew were drowned.

THE UNITED STATES AND CHINA.

America, in reply to the communication of an edict appointing Li Hung-chang to negotiate the cessation of hostilities, refuses emphatically to negotiate, until her demands are complied with.

LATEST STEAMER MOVEMENTS.

The steamer *Saxonia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 19th inst. The steamer *Drummond*, which landed at Shanghai for New York, arrived at her destination on the 13th inst.

The steamer *Sibiria*, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 20th inst. The C. P. E. steamer *Empress of China*, arrived at Kobe at 8.30 a.m. on Wednesday, the 15th inst., and left again at 4 p.m. same day for Yokohama, where she was due to arrive at 3 p.m. on the 16th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Kobe via Moji on Wednesday, the 15th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

The C. P. E. steamer *Empress of India* arrived at Nagasaki at 7.30 a.m. on Thursday, the 16th inst., and left at 5 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on Saturday, the 18th inst.

The C. P. E. steamer *Porter* arrived at Amoy at 8 a.m. to-day, and left at 11 p.m. for Foochow.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transport *Rosca* reached Hongkong yesterday from Calcutta, having on board a squadron of the 16th Bengal Lancers (3 British and 4 native officers, 120 N. C. O.'s and men, 103 followers, 132 horses and 73 mules), a Survey Party of one British and 4 native officers, with 33 followers, four men and four followers of the Native General Hospital, and 3 native officers, 5 men, and 23 followers of the Supply Column.

The *Nurani* and *Jelunga* departed yesterday for Shanghai, and the *Itana* for the south.

ON THE WAY.

The next arrivals of transports which may be expected from the south are those of the *Multra*, with the 2nd Coolie Corps and 54th Native Hospital, *Fultala* with a squadron of the 16th Bengal Lancers and a Veterinary Field Hospital, and *Sunda*, with another squadron of the Bengal Lancers, the staff of the Cavalry Brigade, and 57th Native Hospital, all due about now; *Upada*, with a squadron of the 3rd Bombay Cavalry and a section of the Native Field Hospital, due to-morrow; *Chive*, with the 34th Pioneers and Native Field Hospital; *Ula*, with a squadron of the 3rd Bombay Cavalry and a section of 57th Native Hospital; *Antillian*, from the Cape, with a siege train; *City of Cambridge*, with 4th Coolie Corps, and 54th Native Field Hospital.

TSINGTAO.

THE WHOLE GERMAN FORCE.

The N. C. Daily News correspondent writes:—"The German force here, when combined with those now on the way outward, will make a total of seventeen men-of-war and 25,000 men. Of these Lieut.-General von Lesell will command the land forces, and Admiral von Bendemann the navy."

ATTEMPTED RAILWAY DAMAGE.

News reached us on Friday, the 27th of July, from Kiao-chow city, that an attempt had been made by a band of Chinese rioters to destroy the railway lines. The *modus operandi* was to abstract rails and screws wherever they were seen, these being more easily portable—in relation to their mechanical importance—than any other parts of the line. The detachment on guard over the line caught the men in the act, and fired on them. The fire was returned, but finally, with a loss of three men killed, the Chinese retired.

NEAR TSIMO

The Chinese are also very troublesome, and anti-foreign placards are freely posted on the walls. Dr. Schramm has gone down to consult with the resident Chinese magistrate in regard to this, that it may be forbidden, and if possible stopped.

FROM OFFICER TO BOXER.

A Boxer was brought in from Laosun on Thursday. He had been seized and searched, and a number of placards found hidden in his clothing. It seems that this man had at one time been an officer in the Chinese army, but had joined the Boxers. His seizure was the direct result of his making speeches against foreigners, urging that they be all driven out of Tsingtao. He will be shot.

HONGKONG VOLUNTEER CORPS.

KOWLOON DETACHMENT (FIELD BATTERY).

The sixth and final competition for the "Gillies" Cup took place on the Association Range, when Gar. Lapsley was the Cup outright with the two best aggregates out of the series of six competitions. Gar. Stewart not being a competitor. The following were the best aggregates:

	Best Aggregates	Total
* Gar. Stewart	95	102
Gar. Lapsley	95	101
Sergt. Rafter	95	101
Gar. Stewart	88	103
Capt. White	91	94
Bomb. Deas	89	93
* Gar. Rafter	91	90
* Gar. Baldwin	84	89
Gar. Donaldson	76	90
* Scratch.		

A rather good story is being told about the Bishop of A—, who enjoys a good dinner, and does not disdain to punish the pot. He was to pay a visit to the Bishop of C—, who is a rigid teetotaler and a prominent member of the Good Templars. Shortly after his arrival his host took him aside, and said to him, "confidentially, I hope you will forgive me, but I cannot have any wine on my table, but," he added in a whisper, "you will find an excellent bottle of port up in your bedroom." A few months later, the Bishop of C— paid a return visit to the Bishop of A—. Just before dinner, the latter took him aside and said, "I know you forgive me. It is one of my principles never to have water on my table, but—confidentially— you will find an excellent bottle of water on your dressing table."

FACTS OF ABSORBING INTEREST TO THOSE WHO ARE IN THE CLUTCHES OF RHEUMATISM.

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No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

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LARGE STOCKS EVERY DESCRIP-
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Established 1719.
CHAMPAGNE GROWERS AND
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Ship only the Finest Quality
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LAURE WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. [1527]

OUR ARMY AND THE SWISS
MODEL.

To provide a sufficient army without resort to conscription is the problem which now lies before England. The problem presses for early solution. Splendid as has been the national response of fighting men to meet a crisis, our safety in the future must not be left to such irregular and improvised efforts. Not only are they costly, but national circumstances might not permit of their repetition if the need arose. A plan is wanted of national defence on land. Must we break entirely with the old ways, and reconstitute our military organisation entirely; or does our present system contain some principle capable of extension commensurate with our needs, which shall at the same time preserve that historical continuity so dear to the English mind? The proposal to adopt conscription after the Continental pattern would become a burning party question. Not so much that it is an innovation, for England in her time has been a bold innovator in the methods of war, but rather because it strikes at principles of individual freedom, and at economic arrangements, dear to the English people. Leave to frame his life after his own fashion, and to go about his business in his own way, after paying his taxes, is what the Englishman asks from his Government. It has occurred to Mr. G. G. Conliffe that the Swiss method of military service contains nothing repugnant to the English character, but rather much to recom- mend, and he has written a pamphlet on the subject: "A Strong Army in a Free State" (Simpkin, Marshall), which, at least is sug- gestive and worthy of consideration. The parallel drawn between the present Swiss army and the English militia of Edward III.'s time is a little fanciful. Perhaps its chief purpose is to make the idea of compulsory military service less repugnant, by giving it an historical basis. Unfortunately, the points of difference are greater than the resemblance, and moreover the times have changed since Edward III. was king. If the principle of compulsory service is to be faced by Englishmen, it were surely best put plainly before them. If really necessary they would swallow the pill without gilding.

The Swiss plan now in operation is simply this. Every Swiss male on attaining his twentieth year becomes liable for military service, and tenders himself for medical and educa- tional examination. The educational test only excludes the weak-minded. The medical standard rejects 48 per cent. The accepted youth is at once called out for a course of training, varying from forty-five days for the infantry to eighty for the cavalry. He then goes back to his civil life, and is only called out every second year for a military course varying from four- teen to eighteen days. The cavalry, however, as- sembles every year for ten days. But each year the soldier shoots at his leisure a minimum of fifty rounds, under strict Government super- vision. This stage lasts for thirteen years. For the next twelve he passes into the reserve, being called out every fourth year only, for forty- eleven days at a time. After his forty-fifth year he passes into the second reserve, and at fifty his liability to serve ceases. The 48 per cent. of rejected males have to pay a tax in lieu of service.

It cannot be said that these demands of time press hardly on the ordinary man, nor are they likely to interfere with any business or pro- fessional career, for the liability to serve falls alike on all physically fit males, and the national life, therefore, takes account of that condition of things. It is a vastly different state of affairs from the one, two, or three years passed continuously in the armies of the great Con- tinental nations. The question which suggests itself most strongly is whether the amount of training obtained during these short periods at long intervals would produce an efficient mili- tary force. Again, in England this citizen force would have to be combined in organisation with the standing army, bound to serve for periods of years to meet our over-sea needs, and the interaction of the two forces would require delicate consideration. In the Swiss army all promotion is from the ranks, and for the most part by one grade at a time. This, on the face of it, is a condition which strikes at the very root of our present method of training and selecting officers. It is a tradition in the English army that it is the class-rank of the officer, rather than his regimental rank, which gives him his influence over the men. That social difference is deemed a sufficient dis- tinction to ensure respect from veteran "ser- geants" towards ignorant subalterns of eighteen just passed from school. The Swiss system makes no distinction of social class in the ranks or out of it. Clearly, therefore, a tremendous change has to be wrought in the sentiment and tradition of our army before such commingling, even for patriotic ends, is made possible. That it is desirable for patriotic ends, that it is a good thing in itself, that it would improve the efficiency of the force so constituted, are all arguable propositions; but it is useless to shut our eyes to what the change would mean.

If the amount of military training provided by the Swiss system is sufficient to produce a competent and intelligent military force, then it does seem worthy of consideration whether the time has not come for England to exact this small toll of time and convenience from her sons for their national safety. The train- ing, both physical and moral, for young men must needs be good, for it offers occasion for none of the lamentable evils that follow on the internment in barracks of large bodies of young men together for periods of years at a time. It is undoubted that, whatever hints are taken from other nations, the military reorganisation in England which must now be taken in hand will be English in character. The strong individuality of the race assures that; and therefore it is not necessary to study too closely how the Swiss plan works socially in the land of its origin. But the moment that a scheme can be devised which leaves to Englishmen their

essential liberty of individual life and action, and yet asks of them just so much of their time as will suffice to give them a military coherence for their country's defence, we may be sure their natural martial ardour will respond to the ne- cessity with enthusiasm. The subject is one which no thinking citizen can afford to neglect; and history has shown, time and again, that a consensus of general opinion in England often hits on ways of wisdom that escape alike philo- sophers and statesmen. And the time has come when England must bend her mind to this question of how to meet the needs of her Im- perial development.

COLUMBIA TRIUMPHANTS!

The commercial ascendancy of the United States has long been assured," writes the Hon. C. D. Wright, United States Commis- sioner of Labour, in this month's Century. As an example of how the United States has managed to reach the position she now holds, Mr. Wright quotes the agricultural labourer. He says:—"An ordinary farm-hand in the United States raises as much grain as three in England, four in France, five in Germany, or six in Aus- tria, which shows what an enormous waste of labour occurs in Europe, largely because the farmers are not possessed of the mechanical appliances used in the United States."

This is a most significant example because it gives the key to the whole question of the as- cendency of American goods in the markets of the world. In this connection it is worth remembering Lord Cromer's statement with reference to the purchase of American loco- motives for use in the Soudan. "Their choice," he says, "is simply due to the fact that American firms almost invariably offer engines built on standard designs of their own at lower prices and in less time, while the English and other European makers content themselves with their old designs, not being, as a rule, in the habit of manufacturing to standard designs of their own."

Passing to the real facts which show com- mercial ascendancy, Mr. Wright says:—"To secure commercial ascendancy, the exports of a country must be greater than the exports of any other country; for the total exports of a country indicate its true position in commerce, as they usually consist of surplus products." A table is given showing that in the year ending De- cember 31st, 1899, the imports of the United States were 793,845,571 dol., and the exports 1,252,993,987 dol.; those of Great Britain were 2,360,619,995 dol., and 1,399,971,039 dol.; and those of Germany 1,236,888,390 dol., and 949,957,960 dol. Mr. Wright touches upon the serious point of these statistics when he says:—"While our exports have been constan- tly increasing, our imports have not increased. It must be remembered that the reverse is true for other countries. The exports of British produce from the United Kingdom are no greater to-day than they were a dozen years ago, while her imports have increased."

On looking into the details of the exports we find that the total for the export of breadstuffs and provisions were in 1890, 154,925,927 dol., and 138,963,278 dol., respectively, while in 1899 they were 273,999,699 dol. and 175,593,801. Mr. Wright holds that these figures prove the United States to be "the bakery of the world." The writer does not overlook the ques- tion of coal; the United States, he says, pos- sesses at least 50 per cent. of the coal area of the world. At present her coal production is something like 30 per cent. of the total world production. These statistics cause Mr. Wright to ask if the time may not be looked for when his country will furnish not only the food for the support of armies, both industrial and mili- tary, of some of our greatest competitors, but also the fuel food by which armies, navies, industries and transportation are supported.

The figures given of the export trade to the new countries and markets are those which should give us the most cause for anxiety. In Australasia alone we find that the United States exported 19,624,890 dol. worth of goods in 1899 as compared with 7,818,130 dol. worth in 1893. The estimate for 1900 is 24,000,000 dol. The reason for this is to seek in the fact that the American manufacturer endeavours to give his customer what he really wants, while the British merchant too often considers that as his article is most excellently made, it must satisfy every- body's wants. It is certain that in all the colonies American goods are to be seen almost everywhere in use, except in the cases where a sense of patriotic duty has conquered a desire for successful business in the heart of the colonist.

A LONG NERVOUS STORM.

If you ever watched a dentist draw a nerve out of a tooth, you will remember how much it looked like a little snip of wet, white cotton thread. How can so contemptible a thing inflict such a mountain of agony? And why does it do it? "Disease," you say. Ah, surely. A simple and obvious answer; yet in what way does the true nerve-fibre, wrapped up and coated, as it is, like the wires in a submarine cable, get to be diseased?

unstrung, and I endured untold misery from neuralgia. My lips and half my face were almost dead from this distressing malady."

[The lady will pardon the writer. In the sense of being objects of use and pleasure, they were in truth practically dead; but in another sense they were horribly alive, as the sky is when it is pierced and rent with the lances of the lightning.]

"I consulted," she adds, "a doctor after doctor, but in spite of all their medicines and applications I found little or no relief. Sometimes I was almost mad with the pain."

[Not a doubt of it. Under such circumstances the body is a prison-house of keen suffering, and people have, not infrequently, taken their own lives to escape from it. Only acute rheumatism or gout can be compared with neuralgia and (please observe) the whole three are forms of the same thing—results of the same cause. Hence sufferers from the former two ailments will be wise also to read this essay to its end.]

"In June, 1896," continues the letter, "a book was left at my house in which I read of many persons who had been cured by a medicine called Mother Seigel's Syrup. I bought a supply from a chemist in New North Road, and soon my indignation got better, the pain in my head and limbs was easier, and I felt stronger than I had done for years."

"I think it only right that others should know of what has done so much for me. You have, therefore, my permission to make this statement public if you like. (Signed) (Miss) S. Hunt, 57, Dale View Road, Stamford Hill, London, June 20th, 1896."

Our correspondent is a schoolmistress, and as her letter shows, a woman of fine intelligence. At the outset she names the radical, and only real disease she had—namely, indigestion, or, as we indifferently call it, dyspepsia. Starved from want of nourishment, and poisoned by the products of food constantly decomposing in the stomach, her nervous system was thrown into wild disorder, and protested and cried out with the thrilling voice of pain. No application, no emollients are effective to remedy symptoms springing from a cause so profound and firmly seated.

Would we stop the writhing of the trees during a gale? Ah, they cannot be bound or held. We must employ, if we possess it, a power which can say unto the wind, "Peace, be still."

Something akin to this Mother Seigel's Syrup did when it abolished the digestive trouble. It enabled the stomach to feed the feeble body, and with returning strength the nervous storm subsided into the calm and harmony of Health.

FOR SALE:
In addition to the BLICK-ENDERFER TYPE-WRITER, we Manufacture a complete line of DESKS, roll and flat top, TYPE-WRITER, TABLES, and FURNITURE. SUSPEN- SION Letter Document and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

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BLICKENDERFER MANFG. CO.,
325, Broadway, New York City.
Cable Address "Blick."
Hongkong, 24th October, 1899. [2677]

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Venice, ex s.s. *Marinella*, transhipped at Trieste.
From Odessa, ex s.s. *Hungaria*.

Optional Cargo will be discharged here. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 22nd August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd August will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 15th August, 1900. [2183]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Con- signees of Cargo by her are hereby informed that their goods will be delivered from along- side.

Cargo impeding the discharge or remaining on board after Noon, the 15th inst., will be landed at consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 13th August, 1900. [2202]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"HECTOR"

are hereby notified that the Cargo is being dis- charged into Craft, and/or landed at the God- owns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be ex- amined at 11 A.M. on the 21st instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th August, 1900. [2203]

NOTICES TO CONSIGNEES.

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Tigre*, and Bordeaux ex s.s. *Ville de Celles*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon TO-DAY, the 12th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 20th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 12th August, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKO- HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con- signees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th August, 1900. [10]

FROM HAMBURG, ROTTERDAM, ANT- WERP, PENANG, AND SINGAPORE.

THE N.G.L. Steamship

"MARBURG,"
Captain v. Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from along-side.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 3 P.M.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	MALTA	Brit. str.		F. J. Cole	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	RHODEUS	Brit. str.		Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.		G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON VIA SUEZ CANAL	JAVAN	Brit. str.		G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLADIUS	Brit. str.		Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	IXION	Brit. str.		E. Prehn	MEIJERS & CO.	On 23rd inst., at Noon.
BREMEN, VIA PORTS OF CALL	WEIMAR	Ger. str.		G. W. Babot	P. & O. S. N. Co.	On 24th inst., at 1 P.M.
MARSEILLES & LONDON	BANCA	Brit. str.		Darrande	MESSAGERIES MARITIMES	On 23rd inst.
MARSEILLES &c. VIA PORTS OF CALL	ERNEST SIMONS	Brit. str.		Davies	JARDINE, MATHESON & CO.	On 24th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V.S. PORT, &c.	KANAGAWA MARU	Jap. str.		J. MacKenzie	NIPPON YUSEN KAISHA	On or about 12th Sept.
HAVRE & HAMBURG	MARBURG	Ger. str.		v. Binzer	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.		Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.		Sachs	CARLOWITZ & CO.	On or about 12th Oct.
TRIESTE, &c. VIA PORTS OF CALL	FRANZ FERDINAND	Aus. str.		G. Costanzo	SANDER, WIELER & CO.	On or about 16th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.		W. E. Cravey	DODWELL & CO., LIMITED	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.		Trudgebridge	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	GLENECK	Brit. str.		J. W. Ekstrand	DODWELL & CO., LIMITED	On 1st Sept.
VICTORIA, B.C. & TACOMA	OLYMPIA	Jap. str.		O.P. Marshall, R.N.R.	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA, B.C. &c. VIA SHANGHAI, &c.	RIOSUN MARU	Brit. str.		W. Watt	CANADIAN PACIFIC R. CO.	On 1st Sept.
VANCOUVER, VIA SHANGHAI, &c.	EMERSON OF INDIA	Brit. str.			DODWELL & CO., LIMITED	On 11th Sept., at Noon.
PORTLAND, OREGON, &c.	BRAEMAR	Brit. str.			PACIFIC MAIL S. S. CO.	On 25th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.			O. & O. S. S. Co.	On 1st Sept., at Noon.
SAN FRANCISCO VIA SUEZ CANAL	CITY OF R. DE JANEIRO	Amer. str.			BUTTERFIELD & SWIRE	On 25th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	COTIC	Brit. str.		Anderson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	BEIGIAN KING	Brit. str.		E. Wilson Haswell	MEIJERS & CO.	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.		Krebs	BUTTERFIELD & SWIRE	To-morrow, at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	MENCHEN	Ger. str.		Nelson	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.		C. G. Talbot, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	ROSETTA	Brit. str.		J. Thom	NIPPON YUSEN KAISHA	On or about 17th inst.
NAGASAKI, KOBE & YOKOHAMA	FUTAMI MARU	Jap. str.		G. Honemann	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
SHANGHAI	PARRAMATTA	Brit. str.		E. G. Andrews	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	LYSEMOON	Ger. str.		Hodgins	DOUGLAS LAPRAIK & CO.	To-day, at 3 P.M.
SHANGHAI & JAPAN	MALACCA	Brit. str.		T. Ogata	MITSUI BUSSAN KAISHA	On 18th inst., at Daylight.
SWATOW, AMOY & TAMSUI	FORMOSA	Jap. str.		S. Atsumi	MITSUI BUSSAN KAISHA	On 22nd inst., at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.		Moore	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & TAIWANFOO	AMONG MARU	Jap. str.		Anderson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
MANILA	SUNGKIANG	Brit. str.		Weigall	JARDINE, MATHESON & CO.	On 21st inst., at 5 P.M.
MANILA	LOONGSANG	Brit. str.		A. Ramsay	SHEWAN, TOMES & CO.	On 22nd inst., at 5 P.M.
MANILA	DIAMANTE	Brit. str.		E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KASUGA MARU	Jap. str.		Tadd	JARDINE, MATHESON & CO.	To-day, at Noon.

SHIPPING.

ARRIVALS.
Aug. 16, WINGANG, British str., 1,517, T. H. Sollar, Canton 15th August, General.
JARDINE, MATHESON & CO.
Aug. 16, Bawa, British transport, 3,922, H. P. Jones, R.N.R., Calcutta 3rd August.
Aug. 16, SUITAN VAN LANG KUT, Dutch str., 1,384, Dombong, Singapore 6th August.
Kerosene, MEYER & CO.
Aug. 16, MALTA, British str., 3,900, F. O. S. N. Co.
Kobe 3rd August, General.
Aug. 16, HERMES, Norw. str., 349, J. C. Jensen, Hongy 14th August, Coal.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
16th August.
Haiching, British str., for Swatow.
Formosa, British str., for Swatow.
Sichuan, British str., for Swatow.
Lohany, British str., for Hongy.
Arlie, British str., for Moji.

DEPARTURES.

Aug. 16, NURANI, British transport, for Shanghai.
Aug. 16, NIPPON MARU, Japanese str., for San Francisco.
Aug. 16, IXION, British str., for Shanghai.
Aug. 16, HECTOR, British str., for Shanghai.
Aug. 16, BENICLUTHA, Brit. str., for Shanghai.
Aug. 16, CHINA, Austrian str., for Moji.
Aug. 16, ITAURA, Brit. transport, for Calcutta.
Aug. 16, JELONGA, British transport, for Shanghai.
Aug. 16, CHANGSHA, British str., for Sydney.
Aug. 16, DEYAWONGSE, Ger. str., for Bangkok.
Aug. 16, BELLEPOUR, British str., for Amoy.
Aug. 16, P. C. KLAU, British str., for Swatow.
Aug. 16, WINGANG, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Montezuma, Argus, U.S.S. Iruk, Tsinan, H.M.S. Otter, Pennsylvania, Annapolis.
COSMOPOLITAN DOCK.—Nanshan, Stanfield.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
J. P. HITCHCOCK, Amer. ship, Gates.—Stimson & Co.
Norwood, British ship, Thos. Roy.—Order.
PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above TO-DAY, the 17th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 13th August, 1900. [2201]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."
Captain Hodgins, will be despatched for the above ports TO-DAY, the 17th inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 16th August, 1900. [2221]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG."
Captain Moore, will be despatched TO-DAY, the 17th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th August, 1900. [2176]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above TO-MORROW, the 18th inst.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th August, 1900. [2101]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MALTA."
Captain F. J. Cole, R.N.R., carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 18th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 6th August, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 19th inst., at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 13th August, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"FRANZ FERDINAND."
Captain G. Costanzo, will be despatched as above about the 18th inst.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 11th August, 1900. [6]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"RHIPHEUS."
will be despatched as above on TUESDAY, the 21st August.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1900. [1983]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900
"EMPERESS OF JAPAN." Comdr. G. E. O. Lee, R.N.R. WEDNESDAY, 29th Oct., 1900
"EMPERESS OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointment and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 9th August, 1900. [9]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE & HAMBURG	About 12th Sept.
Capt. v. Binzer	(London with transshipment in Hamburg)	Sept.
SIBIRIA	HAVRE & HAMBURG	About 20th Sept.
Capt. Braun	(London with transshipment in Hamburg)	Sept.
SAXONIA	HAVRE & HAMBURG	About 30th Sept.
Capt. Jager	(London with transshipment in Hamburg)	Sept.
SERBIA	HAVRE & HAMBURG	About 12th Oct.
Capt. Sachs	(London with transshipment in Hamburg)	October.

This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 20th July, 1900. [13]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARRAMATTA	About 17th August	Freight or Passage.
	A. Symons		
LONDON &c.	MALTA	Noon, 18th August	See Special Advertisement.
	F. J. Cole, R.N.R.		

YOKOHAMA VIA NA. (ROSETTA) (4 P.M., 18th) (Passing through the Inland GASKAI & KOBE C. C. Talbot, R.N.R. (Sea). Freight or Passage.

MARSEILLES AND BANCA (5 P.M., 20th) Freight.

LONDON (G. W. Babot) August

SHANGHAI and MALACCA (About 24th) Freight or Passage.

JAPAN (E. G. Andrews) August

LONDON (JAVA) (About 6th) Freight or Passage.

(G. W. Gordon, R.N.R.) September

For Further Particulars, apply to A. M. MARSHALL, Acting-Superintendent.

Hongkong, 2nd August, 1900. [1]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th Aug., at Daylight.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 24th Aug., at 4 P.M.
FUTAMI MARU	NAGASAKI, KOBE and YOKO	SATURDAY, 25th Aug., at Noon.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 25th Aug., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 6th August, 1900.

[12]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA	FOR PORTLAND, OREGON
IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Trubridge	Sept. 1	BRAEMAR	3,601	W. Watt	Aug. 25
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARGYLL	2,907	W. S. Thomson	Sept. 20
GLENGGLE	3,750	W. Frakes	Sept. 22	MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.
Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 628.
The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 665 10s. 0d.
This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 10th August, 1900.

[10]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-America Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN" will be despatched on MONDAY, the 20th August, at noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN" will be despatched on MONDAY, the 20th August, at noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

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Hongkong, 30th July, 1900.

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Hongkong, 30th July, 1900.

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Hongkong, 30th July, 1900.

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"TEENKAI" will be despatched as above on THURSDAY, the 23rd inst. For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th August, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU" (3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th inst., at 4 P.M. This new Mail Steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 17th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPPER AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOI, KOBÉ, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above on TUESDAY, the 18th September.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI" on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA" For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 15th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS" Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 17th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPPER AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOI, KOBÉ, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th August, 1900.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR BATAVIA, SAIGON, SINGAPORE, MADRAS, COLOMBO, PONDICHERY, EGYPTE, CALCUTTA, DUEBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS" Captain Durand, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Passengers not to be sent on board; instant parcels are not to be sent on board; and must be left at the Agency's Office. Customs and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship

"IXION" Captain Robinson, will be despatched as above on TUESDAY, the 19th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

HONGKONG STEAMERS.

Airie, British steamer, 2,500, George, Aug. 9, G.H. Livingston & Co.

Amara, British str., 1,590, Matlock, Aug. 12, Jardine, Matheson & Co.

Anapa, British str., 2,351, Williamson, Aug. 14, Dodwell & Co. Limited.

Anping, British str., 1,158, Barlow, Aug. 15, Chinese.

Bangalore, British str., 1,340, Thomson, Aug. 14, G.H. Livingston & Co.

Benlavers, Brit. str., 1,493, Webster, Aug. 13, G.H. Livingston & Co.

Bonaldi, British str., 1,490, Farquhar, Aug. 13, G.H. Livingston & Co.

Brand Nora, Norwegian, 1,060, Thorsen, Aug. 15, Dodwell & Co. Limited.

China, German steamer, 1,113, Voss, Aug. 9, Siemens & Co.

Chittagong, British str., 1,241, Corfield, Aug. 9, Dodwell & Co. Limited.

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gilmann & Co.

Drumgarth, British str., 1,600, Fowler, July 23, Dodwell & Co. Limited.

Formosa, British str., 674, Hodgins, Aug. 15, Douglas Lauprak & Co.

France, British str., 3,880, Guiseppe, Aug. 14, Saunders, Wieler & Co.

Fushan, British str., 1,505, Lant, Aug. 13, Order.

Halcling, British str., 1,267, Hall, Aug. 14, Douglas Lauprak & Co.

Hailong, British str., 783, Bithurst, Aug. 13, Order.

Hermes, Norwegian str., 849, Jensen, Aug. 16, Jardine, Matheson & Co.

Hongkong, French str., 802, Pannier, Aug. 11, A. R. Marty.

Kingsing, British str., 1,223, Young, Aug. 14, Jardine, Matheson & Co.

Lokang, British str., 989, Leask, Aug. 11, Jardine, Matheson & Co.

Maitland, British str., 3,900, Cole, Aug. 16, P. & O. S. N. Co.

Maidauru Maru, Jap. str., 667, Ogata, Aug. 15, M. B. Kaishu.

Mongkut, German str., 815, Kumpel, Aug. 9, Butterfield & Swire.

Omsang, British steamer, 1,787, Young, Aug. 9, Jardine, Matheson & Co.

Quarta, German str., 1,145, Johannsen, Aug. 11, Sander, Wieler & Co.

THE WEATHER